

200 ENLISTED MEN DESIGNATED TO ATTEND NEXT TRAINING CAMP

Announcement was made this afternoon from department headquarters of the enlisted men of the army that will attend the training camp at Schofield Barracks to open on January 5. The list follows:

4th Cavalry, 1st Sgt. Lyman Smock, Sgt. J. Haley, Horseshoe Henry Esters, Cpl. McClain S. Cooper, Sgt. Clair H. Lonadale, Cpl. Albert Dyche, Sgt. Blaine Webb, Sgt. Edward Kreuper, Sgt. Charles Rubin, Cpl. Wilfred C. Dittoe, Pvt. Edward T. Kellogg, Pvt. Wade Rippee, Cpl. Samuel J. Watkins, Cpl. Leonard H. Miramontes, Sgt. Edward J. McIntyre, Sgt. Herbert F. Blaesing, 1st Sgt. William E. Helst, Cpl. John E. Crosby, Sgt. Rheinhardt Smith, Sgt. Henry Adams, Cpl. Howard C. Zimmer, Bugle Sgt. Robert A. Brewer, Sgt. Raymond M. Heckert, Sgt. Roy Bryson, Sgt. Harry R. Martin, Sgt. Otto E. Messenger, Pvt. Fredrick R. Hockett.

32nd Infantry—1st Sgt. William Shirley, 1st Sgt. William F. Farrell, 1st Sgt. Louis Norris, Sgt. William K. Dean, Sgt. John Lee, Sgt. Edward P. Brennan, Sgt. Joseph L. Hogwood, Sgt. Lawrence D. Butler, Sgt. Gusie E. Pickett, Sgt. Anton Engebretson, Sgt. Joseph G. Zimmerman, Sgt. William Vylasek, Sgt. Emil Olson, Sgt. Benjamin Fleischman, Sgt. James F. Boylan, Sgt. Gustave Patkoczy, Cpl. Stanley Weigun, Cpl. Paul N. Wilkerson, Cpl. Travis M. Flek.

Following named men of the Coast Artillery Corps have been selected to attend training camp at Schofield Barracks, beginning January 5, 1918:

Coast Artillery
1st Sgt. Frank A. Zimmerman, 10th Company; 1st Sgt. Felix M. Alexander, 5th Company; Cpl. Herbert P. Tigner, 7th Company; Sgt. Neil van Overen, 2nd Company; Sgt. Frank Mureskie, 10th Company; Sgt. John E. Anderson, 9th Company; Mess Sgt. Watson R. Copeland, 11th Company; Sgt. James N. Stewart, 1st Company; Sgt. Thomas F. Melody,

Ordnance Detachment, C. D. O.; Sgt. Charles E. Pape, 8th Company; Sgt. Ernest E. Neice, 8th Company; Supply Sgt. Wilbur D. Feather, 13th Company; Sgt. Earl H. Harnberger, 12th Company; Sgt. Timothy A. McClellan, 5th Company; Fireman Alexander Rollo, N. C. S. Fort Ruger, H. T.; 1st Sgt. George R. Taylor, 4th Company; 1st Sgt. Thomas C. Brant, 13th Company.

Second Infantry — Sgt. Albert G. Hess, 1st Sgt. Robert A. Kemp, Sgt. Edward Looney, Cpl. Walter F. Davis, R. S. Sgt. Charles R. Seitz, Sgt. Ralph R. Black, Sgt. Jasper L. Harrington, 1st Sgt. Guy M. Bartlett, Cpl. Frank W. Beebe, Sgt. Wm. E. Hoover, Cpl. James J. Quinn, Cpl. Fred A. Penn, Pvt. 1st Class Roy Bedford, Sgt. Rowland Preston, Cpl. Walter L. Dencker, Sgt. Mathew N. Wroght, Jr., Pvt. Glenn E. Hoover, 1st Sgt. Richard E. Jarvis, Sgt. Grant C. Carter, 1st Sgt. James A. Scott, Sgt. Bert Scales, Sgt. Sidney R. Ferguson, Sgt. Emory L. Bias, Cpl. Robert E. Lee, Pvt. Harold E. Kerry, Cpl. Arthur C. Hale, Sgt. Gust Magnuson.

25th Infantry
Battl. Sgt. Maj. Jesse Coleman, Cook Percival O. Carter, Sgt. Charles Mason, Sgt. Jacob Sounders, Sgt. Alton Williams, Cpl. Walter P. Bentley, Sgt. Albert J. Briggs, Sgt. Jesse E. Armstead, Sgt. Obie Johnson, Cpl. Arthur Coleman, Cpl. Clyde Alston, Sgt. Thomas Carroll, Cpl. Wilbur G. Perkins, Pvt. 1st Class Garnett G. Overby, Sgt. Thomas Parker, Cpl. Denver Fraser, Cpl. Herbert A. Holmes, 1st Sgt. Eugene M. Lee, Sgt. Harry M. Johnson, Sgt. Haley Smith, Cpl. Henry Golden, Cpl. John Hall, Cpl. Stuart G. Thomas, Sgt. William E. Ricks, Cpl. Clemmie W. Ladd, Cpl. Frank L. Thomas, Sgt. William Leavelle, Cpl. Wendell D. Scott, Cpl. William Ballatt, Cpl. Koell Wilson, Sgt. Andrew McAdams, Cpl. Robert Winters, Cpl. William Wilson.

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DREDGING COMPANY IS SCORED BY GOVERNOR

(Continued from page 1)

marine railway, 5000 yards, at \$1.99. According to the governor Colonel Raymond stated that while the last bid was "excessively excessive," the second was moderate and the government could therefore accept the two bids; that there was no competition or prospect of it, and the government was therefore compelled to award the contract.

"There was no understanding," says the governor to the board, "as to the liability of the territory of the basis. If any, of charge, if any, the territory should pay. We now for the first time know the attitude of the federal government."

"Originally this material was covered by Contract No. 4 at 17.8 cents a cubic yard, under which \$44,017 yards were dredged, and to which the contractors, in my opinion, should have been held, for under your direction all the superstructure of the marine railway had been removed, there remaining but 102 cubic yards of imbedded timbers that could not be reached, but which, when struck by the dredger bucket, floated off. The balance of the material, 1631 yards, was as easily and as cheaply dredged as was the above mentioned 344,017 yards," says the governor.

He then submits a statement of the inspector of the federal engineers which asserts that while the charge for the entire dredging was \$15,402.60, the work was done in 18 days at a cost, exclusive of overhead and depreciation, to the Hawaiian Dredging Company of \$1,405.80. The margin of profit is shown thus to be \$13,996.80.

The following brief figuring is then covered by the gubernatorial pen: Proportion assigned the territory, per demand \$3,805.37

Approximate cost 316.40

Territory's contribution to above profit 3,488.97

With the communication to the harbor board are sent copies of letters to the secretary of war and answers to them. In one of them the governor cites an instance where "exceeding, in my opinion, his prerogative, Mr. Walter F. Dillingham, president of the Hawaiian Dredging Co., the contractors, called on me, the governor, and demanded that the board of harbor commissioners be instructed to contract with his company at the lump sum of \$10,000 the dredging of that part of the harbor he proposed to eliminate," namely the removal of obstructions in front of the marine railway site. The letter asserts that at the contract price this should have

been not more than \$308.74, whereas the amount demanded was \$10,000. "As far as lies in my power," says the governor in closing the letter, "I decline to permit the territory of Hawaii to be robbed."

In reply the secretary of war states that the district engineer's office also considers the price for removing the marine railway extortionate. This letter was written in July of 1916.

CENTRAL UNION HOST TO MANY SERVICE MEN FOR NIGHTLY PROGRAMS

Continuing its very successful plan of "open house" for the men of the service, Central Union church tonight will be host to all enlisted men, and on Saturday night especially to the men of the 25th Infantry.

* Tomorrow night is Sunday school night for the children, the Christmas celebration, admittance then being by ticket. Last night nearly 100 enlisted men were at the church and enjoyed very much the informal program. All women of the city, no matter of what religious denomination, are cordially invited to join with the women of Central Union in these "at homes" for the service men.

BRITISH CLUB "OPEN HOUSE"
Fred Harrison, president of the British club, announces that "open house" will be held in the rooms of the organization, Fort street, on Christmas Eve for members and their friends. Mr. Harrison has received word from Alexander Shepard and Andrew Gardner, formerly of Bishop & Co., that they have arrived safely at a European port.

WALL-DOUGHERTY WILL BE OPEN

Every evening until Christmas for the accommodation of Christmas shoppers.—Adv.

The board of supervisors, led by Mayor Joseph J. Fern, will make a tour of investigation over the route of the island belt road tomorrow. The party will leave the city early in the morning, stopping for lunch at Haleiwa. City and County Engineer A. S. Cantin will accompany the city dads.

Go to Thrum's for Gentlemen's Desk Calendars.—Adv.

Several thousand dollars, saved specifically for Christmas money, was distributed among the members of our 1917 Christmas Savings Club last week, in time for Xmas shopping. For all who received it, the great problem of Christmas buying was practically solved—because, you see, it's almost like a gift itself. These members have put by just a little bit each week or month during the year.

We are inaugurating another Christmas Savings Club, beginning Monday, January 7, 1918. You will find it the easiest means of acquiring Christmas spending money that you have ever tried.

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